

ESTABLISHED 1857.

Non Advertisements will be found on page 4.

rickshaw could come up and told him that defendant had refused to pay his fare. Witness asked defendant if he had not paid that fare, and defendant replied that he had not, and would not. He also told witness to mind his own business, or he would knock him down. Defendant was drunk, and used very obscene language. Witness arrested him.

Inspector McNab said defendant was very violent in the charge room, and refused to be searched. The rickshaw coolie said he had searched him, and that he had a good one.

John Wescott and Albert Thipsett, engine-room artificers, gave evidence for the defence. They both agreed in saying that Matthews paid the rickshaw coolie, and that he did not use obscene language to the constable. They, however, could say nothing regarding the incident in the charge room.

Defendant alleged that he gave the coolie a good coin. The ten sent piece produced in the charge room probably was not his. The officers in the charge room treated him very roughly, and he was knocking him down and holding him on the floor.

His Worship said it was clear that complainant had been disorderly, but as he was under the influence of drink at the time the offence would be a lenient one—\$3 or 14 days' hard labour. The charge of refusing to pay his rickshaw hire had not been clearly proved, and would accordingly be dismissed.

CONSIDERABLE FINE FOR ASSAULT.
P.C. 48 Findlay was brought up on remand, charged with assaulting James Guthbertson, a ship's cook in the Royal Navy, on Murray Pier, on the 2nd inst. He pleaded not guilty.

Complainant in evidence stated that at half-past ten on the night of the 2nd inst. he was returning from Murray's public house to his rickshaw. He had been to drink and had with him a basket containing two hundred eggs and two live fowls for the men's breakfast next morning. When they reached the pier, the coolie lifted the basket out and put it on the pier wall. The defendant, whose look at first was towards complainant, turned round, and when he saw the basket he went over and deliberately tipped it into the water. Complainant demanded his reasons for the act, and said he wanted compensation. Defendant ordered him to get away, and complainant refused. The constable then arrested him on a charge of being disorderly, and took him to the police station.

On the way he kept shouting and dragging complainant in spite of the latter's assurance that he had no wish to resist. A police inspector witnessed the incident, and ordered the constable to leave go. Complainant had a parcel under his arm, which fell to the ground. He stooped to lift it, and the constable attempted to strike him, just as he was lifting it. When they reached the station, complainant reported the assault.

Defendant, by a clever bit of cross-examination, attempted to prove that complainant had been drinking from the time he reached the pier until he was brought to the station. He said that he had spent the greater part of the time in walking the streets.

Defendant—When I asked who owned the basket, did you not say—'What's that to you, you Scotch'?

Complainant—That is a deliberate lie. Inspector McNab said he was on patrol duty in Murray Central on the night of the 2nd inst. He saw about half a dozen 'Scotch' men, and a 'little' to the west of the Government Wharf. When he came up he noticed the constable holding and shaking his prisoner very much—kicking him roughly, in fact. The complainant did not appear to be resisting, and witness told the constable to let him walk quietly.

His Worship—Was the defendant quite sober? Witness—He appeared to be. Complainant was also sober.

Inspector Warnock, who took the charge, said that at 10.45 p.m. on the 2nd inst. P.C. 48 Findlay brought complainant to the station, and charged him with the assault on the constable. Witness, when asked what he said to the constable, said that he said to the constable to let him go, and that he said to the constable to let him go.

His Worship—Did the complainant have a basket over the wharf, and that complainant had 'got on' to him, and called him a Scotch?

His Worship—Did he admit knocking the basket over?

Witness—Yes, your worship. Inspector Warnock further stated that the complainant was sober and the defendant slightly under the influence of drink. Witness did not believe the charge of disorderly conduct, as he had no evidence to take it. He told complainant if he had any compensation to make, to go to the Captain Superintendent next morning. The constable was reported, and the Superintendent of Police decided to have him dealt with by the magistrate.

Defendant—Did the complainant before the Captain Superintendent say he had four hundred eggs in his basket?

Witness—No, two hundred. Defendant—Did he not make a statement in the charge room that he had two hundred, then three hundred, then four hundred?

Witness—No, two hundred. His Worship—When did the constable go on duty?

Witness—Six o'clock. His Worship—He was sober then? Witness—Perfectly sober. This was all the evidence.

Defendant had nothing to say with regard to the assault except that he brought the complainant to the station honestly, as a constable. He could not help the charge made against him. Complainant asked him a Scotch, and a Scotch that, 'What's that to you, you Scotch'.

After an hour and a half of the previous character of the defendant, the magistrate said the question before him was simply one of assault; there was no question of whether the basket incident. He was bound to think that the defendant was under the influence of drink at the time of the assault, and that the complainant roughly. He was very sorry to find the charge proved, and he had a very high opinion of the police in the colony. The sentence would be \$10 fine on three weeks' hard labour.

CRICKET.
HONGKONG CRICKET CLUB V. LADIES' RECREATION CLUB.
This match, played on 3rd instant, led to another close finish. It was not so much with the L.R.C. as with the clock that the H.K.C.C. had to fight. On the good wickets of this season, any delay in starting will generally jeopardise the result, and Saturday's game illustrated this. In the morning, the rain was so heavy that the match was postponed. A punctual start at 11 o'clock does not give more than 54 hours for cricket, and if the only side has to go on against 250 runs, there is only just time to score the necessary number of runs, even though a forcing game is played right through an eleven. Our plea therefore is for punctuality at all costs. Hill and Strong opened well for the L.R.C. against Smith and Woodgate, and looked set for a long stay till the end of the match. The match was won by the ladies' side, the match was won by the ladies' side, the match was won by the ladies' side.

Next Saturday's match is not announced yet, but there will be one. Forward matches are H.K.C.C. v. Garrison on 10th and 17th November, and H.K.C.C. v. Football Club on 24th November. Thereafter as may be arranged.

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active on board the *Matilda* on the 4th inst. He was convicted on evidence and fined \$10 or a month's imprisonment.

CHINA MAN. A Chinese man, arrested by Sergeant Macdonald on suspicion of being concerned in the recent piracy on the launch *Pearl*, was brought up on remand charged with being in unlawful possession of articles of clothing, etc., supposed to have been taken from the launch.

The charge was not brought home, none of the witnesses being able to identify the articles. The accused, however, could not give a satisfactory explanation regarding them, and he was fined \$100 or three months' hard labour.

EXPLOSIVE PORTWINE. Kwok Yui, master of a junk, was charged with having on the 3rd November, in the harbour at Victoria, stolen 100 lbs. of potatoes, valued at \$3, the property of Castle Brothers, Wolf and Sons.

William Webb Wilson said on Saturday the 3rd inst. at two o'clock defendant was found with 100 lbs. of potatoes in his junk, which was lying alongside the *Tong Sang*. Defendant was engaged by the Canadian Pacific Railway Company to transport cargo to the *Tong Sang*. A quantity of the potatoes was found in the raised forepart of the defendant's junk, and the remainder of the potatoes were found in the stern hold, and passed sentence of three weeks' hard labour.

CHINESE P.C. 316 gave evidence of the arrest and of the potatoes having been found covered up.

Defendant pleaded that the boxes had been broken in transit, and the potatoes dropped in the junk.

His Worship failed to see how one part of the stolen potatoes found its way into the forward part of the junk and the remainder into the stern hold, and passed sentence of three weeks' hard labour.

THE ROBBERY FROM MILITARY PREMISES. The two Chinamen arrested in connection with the robbery from military premises at Wanchai on the 12th ult. were again brought up and committed for trial to the next Criminal sessions.

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A CURIOUS STORY FROM KUKUANO.
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NEW ADVERTISEMENTS

NOTICE

I HAVE This Day ESTABLISHED myself as a CIVIL ENGINEER, ARCHITECT AND SURVEYOR.

No. 13, BANK BUILDINGS.
L. OXLEY JURGENSE.
Hongkong, 6th November, 1900. [2813]

WANTED a CLERK with a knowledge of BOOK-KEEPING.
Apply by letter to—
"ACCOUNTS."
Care of Office of this Paper.
Hongkong, 6th November, 1900. [2818]

FURNISHED HOUSE TO LET.

"THE EYRIE," a large BUNGALOW, standing in extensive and lovely grounds, near the summit of the PEAK.
For Terms and Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 6th November, 1900. [2822]

GOVERNMENT NOTIFICATION.

No. 1187.

TENDERS with Detailed Specifications will be received at the Colonial Secretary's Office up to NOON of FRIDAY, the 1st February, 1901, for the Construction and Supply of TWO WOODEN or COMPOSITE STEAM FERRY BOATS for the JONGORE STRAITS (See Admiralty Chart No. 2403).
Length 90 feet over all.
Breadth not less than 17 feet.
Maximum draft 7 feet.

The vessels to be of sufficient stability to carry passengers on a shoal deck about one half of their length.

To be driven by single or twin screw engines at a speed of 9 knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be dispensed with as far as possible, what ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness.

If of wood to be built of Javan teak or Panaga crooks for frames, &c. with teak planking and hard wood ceiling.

The boats to be sheathed to well above the water line with 18 oz. yellow metal.

Tenders must state the price—1st with fittings to burn liquid fuel, carrying a sufficient supply to steam about 500 knots—2nd with fittings for burning wood fuel—3rd with fittings which can be altered for burning liquid or wood fuel as found expedient.

The boats must be built for and fitted with towing hooks and other fittings and gear for towing a 40 ton tongkang.

One short mast forward for light and signalling and a teak wood dinghy to be supplied with each vessel.

First Class and Native passenger accommodation to be separate. Space for baggage to be provided below.

Any further information can be obtained from the Master Attendant, Singapore. The Tenders to state the date on which the boats can be completed and delivered in Singapore.

The Government does not undertake to accept the lowest or any tender.

Colonial Secretary's Office,

Singapore, 22nd October, 1900. [2814]

"GLEN" LINE OF STEAMERS.

FOR KODE AND YOKOHAMA.
THE Company's Steamship
"GLENARTNEY."
Captain Warner, will be despatched as above TO-MORROW, the 7th November at 4 p.m.
For Freight or Passage, apply to—
McGREGOR BROS. & GOW,
Agents.
Hongkong, 6th November, 1900. [2812]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"MENMUT."
Captain B. W. Almond, will be despatched as above on SATURDAY, the 10th inst., at 5 p.m.
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
For Freight or Passage, apply to—
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 6th November, 1900. [2811]

STEAMSHIP "ANNAM"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex a.s. Combedge, in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 a.m. TO-MORROW, the 6th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 12th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 12th inst., at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 6th November, 1900. [2812]

"GLEN" LINE OF STEAMERS.

FROM NEW YORK.

THE Company's Steamship
"GLENARTNEY,"
having arrived from the above port, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board will be delivered at once at Consignees' risk and expense into the Hongkong and Kowloon Wharf and Godown Company's Godown.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by—
McGREGOR BROS. & GOW,
Agents.
Hongkong, 6th November, 1900. [2815]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

"HALLOONG."
THE Company's Steamship
Captain Bathurst, will be despatched for the above port TO-MORROW, the 7th inst., at DAYLIGHT.

For Freight or Passage, apply to—
DOUGLAS LAPELLE & CO.,
General Managers.
Hongkong, 6th November, 1900. [2818]

GOVERNMENT NOTIFICATION.

No. 541.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 12th day of NOVEMBER, 1900, at 3 p.m., are published for general information.

By Command.
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 27th October, 1900. [2816]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 12th day of NOVEMBER, 1900, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of Crown Land at Queen's Road West, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 Years.

By Command.
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 3rd November, 1900. [2817]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 12th day of NOVEMBER, 1900, at 3.15 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years.

By Command.
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 3rd November, 1900. [2817]

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By Command.
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 3rd November, 1900. [2817]

PUBLIC COMPANIES

HONGKONG ELECTRIC COMPANY, LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$300 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th September, 1900. [2534]

THE HONGKONG COTTON SPINNING, WEAVING, AND DYEING COMPANY, LIMITED.

THERE having been practically no response to the invitation to Shareholders, circulated and published on 27th September, to apply for Preference Shares, Notice is hereby given that an EXTRAORDINARY MEETING of the SHAREHOLDERS in above Company will be held at the Office of the General Managers on SATURDAY, the 10th November, at NOON, for the purpose of considering the financial position of the Company.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 20th October, 1900. [2743]

THE DAIRY FARM COMPANY, LIMITED.

THE FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Depot, 2, Albert Road, Hongkong, on FRIDAY, the 16th day of November, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July next.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 16th November, both days inclusive.

W. HUTTON POTTS,
Secretary.
Hongkong, 31st October, 1900. [2779]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$20 per Share for the year 1899, equivalent to 40 per cent on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board.
W. J. SAUNDERS,
Secretary.
Hongkong, 12th October, 1900. [2657]

MITSUI BUSSAN KAISHA

Head Office—Tokio.
Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENTS—
Mitsui Coal Mines,
Kanda Coal Mines,
Hokoku Coal Mines,
Shimabara Coal Mines,
Onomura Coal Mines,
No. 1, Ohtani Coal Mines,
Kishima Coal Mines,
Kishima Coal Mines,
Yoshino Coal Mines,
Yamano Coal Mines,
Mansuetsu Coal Mines,
The Osaka Shosen Kaisha, Limited,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kangafuchi Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Tokio Cotton Spinning Mills,
Mitsui Cotton Spinning Mills,
Onoda Cement Company,
Imperial Government Paper Mills.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 10th August, 1899. [2766]

FOR SALE.

NEW LEE ENFIELD 303 MATCH RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING REQUISITE.

WM. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 22nd September, 1900. [1213]

WING CHEONG.

Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOS, JADESTONWARE, CARVED
IVORYWARE, SILKS, and GRASS
CLOTHS.

GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

No. 1 & 3, D'ARVILLE STREET,
Behind Hongkong Dispensary.
Hongkong, 6th April, 1900. [2391]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Board, as FOUR WATER is the cause of much sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.

J. W. KEW & CO.,
STEAM WATER BOAT COMPANY,
Hongkong, 9th October, 1899. [718]

H. N. W. & CO.

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.

DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [2683]

TO LET.

TO LET.

(From 1st December next.)

TWO SPACIOUS GODOWNS, with Upper Floors, for Dry Goods, Nos. 5 and 6, facing the Sea, and situated at BELCHER'S BAY on M. Lot 243.

Apply to—
PAUL JORDAN,
1, Duddell Street.
Hongkong, 30th October, 1900. [2772]

TO LET.

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of Third Floor, PRINCE'S BUILDINGS.

Apply to—
S. J. DAVID & CO.
Hongkong, 16th July, 1900. [1945]

TO LET.

ONE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDINGS.

"WAGENINGEN," MOUNT KELLET, PEAK.

13, PRAYA CENTRAL, now known as 20, DES VEUUX ROAD CENTRAL. ROOMS on 2nd Floor.

TOP FLOOR of the GODOWN No. 2A, BLUE BUILDINGS.

A HOUSE in RIFON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th October, 1900. [61]

TO LET.

From the 1st December Next.

"INGLEWOOD,"

A FIVE ROOMED HOUSE, with TENNIS COURT.

"STONY BROOK COTTAGE."

A FOUR ROOMED HOUSE with GARDEN.

Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LIMITED.
Hongkong, 31st October, 1900. [2545]

TO LET.

FROM the 1st October—FOUR ROOMS and COMPARABLE OFFICES on the 1st Floor No. 16, DES VEUUX ROAD.

Apply to—
SEE WO.
No. 69, Queen's Road Central.
Hongkong, 19th September, 1900. [2454]

TO LET.

RAVENSHILL WEST.

Apply to—
DEACON & HASTINGS.
Hongkong, 31st October, 1900. [2777]

TO LET.

"BEMFICA" No. 9, ROBINSON ROAD; From 1st February next.

Apply to—
42, BONHAM STRAND WEST.
Hongkong, 24th October, 1900. [2723]

BOARD AND RESIDENCE.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2 Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Lee House
Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THIS SPACE IS RESERVED
FOR THE
WESTERN HOTEL.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor; 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.

Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class. Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIARIES' HALL, 68,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware; 59a,
Queen's Road Central.

DENTISTS

WONG HONG,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRESSERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers.
Low Prices; 37, 39, Wellington Street.

SEE WOO,
Tailor, Dresser and Outfitter; 67 and 69,
Queen's Road.

FLOUR

SPERRY FLOUR COMPANY,
Proprietors of the following Celebrated
Brands of Flour: "Sperry's", "Golden
Gate", "Pioneer", "Buckeye",
"Anchor", &c.

WILLIAM WHISTY, Manager.

FURNITURE WAREHOUSEMEN
A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Fastman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Disposer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
SUB-AGENTS LIPSON, LD.,
8 and 10 D'Aguiar Street,
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths. Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 38,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Lille.

WAH LOONG,
Gold and Silversmith, Silk Dresser, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Pos-
sibly; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE
EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 82a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT
WOODS & CO.,
Dudell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Lee House Street.

TE HING,
Enlarging, Developing, Printing, Mod-
erate Rates, 24a, Queen's Road East.

MEE CHEUNG,
Lee House Street, Top Floor. Permanent
Enlargements, Views, etc. Develop-
ment Works. Amateur's Requisites.

M. MURRAY, JAPANESE ARTIST,
Bronze and Ivory Enlargements, Work
done for Amateurs; 38, Queen's Road, Cl.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upper.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

SILK GOODS DEALERS

TEJUMUL POHUSING,
Dealer in Chinese, Indian and Japanese
Goods, Silks, Woollen and Cashmere
Shawls and other Sundry Goods; 4,
D'Aguiar Street, First Floor.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 48, Queen's Road, Cl.

SILK LACE MANUFACTURERS
FR. BLUNCE,
Exporter of Best Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries. Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineers Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

R. HAUGHTON & CO.,
Naval Military and Court Tailors, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 85, Queen's Road, Central.

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOB, "LOS FILIPINOS"
Importers of the Best Manila Cigars; 25,
Pottinger Street.

KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Cunningham House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2, Leoyun Street East. AGENTS FOR
W. KENNEDY & Co., 37, Calle San
Jacinto, Manila, "Windor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS
H. PRICE & CO.,
12, Queen's Road
and Calle Anabague, Manila.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI

CODE WORD: "DOCK" NAGASAKI.
A.I. A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 533 feet.
Length on Blocks... 513
Width of Entrance on Top... 69
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 23 1/2

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350
Width of Entrance on Top... 68
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,400 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and are
capable of doing all kinds of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1619]

NOTICE

THE "BOA VISTA" HOTEL have been
appointed AGENTS for the Hongkong
Daily Press, Hongkong Weekly Press, and the
Chronicle and Directory for China, Japan,
etc. at Macao, and they are authorized to
collect all accounts due to the Daily Press
Office on and after this date.

A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1900. [2537]

NOTICE OF REMOVAL

THE OFFICE of the
HONGKONG DAILY PRESS,
CHUNG NGOT SAI FO,
CHRONICLE & DIRECTORY
have this day been removed to
14, Des Voeux Road Central.
Advertisers, Part, Local, Monthly, News,
Wanted & Co.'s Office, behind Messrs. Shewan,
Tomes & Co.'s premises.
Hongkong 1st May, 1900.

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Hongkong 1st May, 1900.

RAILWAYS IN ASIA.

THE PROPOSED CONNECTION WITH RUSSIA.

During the British Association's gathering
at Bradford in September, Sir T. H. Holdich
addressed the Geographical section and said
public attention must more and more be con-
centrated on the possibility of reaching India
overland from the West of Europe. Steam
communication by land could never compete
with communication by sea as a means of trans-
port, and there were other considerations, mili-
tary and otherwise, which weighed against open
lines of communication with India, the ends of
which were not actually in her own hands; but
with the rapid introduction of railways all over
Asia it would be impossible that there should re-
main undeveloped in that way one tract of country,
and that the one link in the land communication
between Europe and India should be left un-
formed. Direct land communication between
Europe and India was certain sooner or later.
For the present the Tibetan Highland and the
plateau of the Pamirs must be considered im-
practicable for railway extension to India. One
might hunt along the whole range of the
Himalayas and fail to mark any possible open-
ing for a Continental railway. The point to
mark was that there was but one geographical
opening leading from the region of Russian in-
terest and military enterprise to Northern India,
and that was the opening afforded by the Hari
Bud river to the west of Herat, provided that
the route was carried sufficiently to the south.
This, then, was one highway to India which
was rendered feasible by the configuration of
the country between the Caspian and Northern
India. If it was desired to reach India through
Western Persia it was only necessary to follow
up the long lateral valleys between ridge and
plateau; but the coast line between Basra, at
the head of the Persian Gulf and Karachi, he
did not consider very promising. Apart from the
engineering difficulties which presented them-
selves there were certain climatic and other disad-
vantages which would render such an alignment
undesirable: such, for instance, as the absence
of harbours along the coast, except at Bushire,
the swampy nature of the country in some parts
of the route, and the inferiority of the roads
leading into the interior of Persia. There was
an alternative central line from Western Persia
to Bandar Abbas, but the road was beset with
difficulties. Taking the alignment as a whole
there was a stretch of 1,600 miles of land which
was undeveloped and never could be developed,
and the line offered at least one obstacle to en-
gineering which might be pronounced insur-
mountable. He thought, therefore, he was
justified in setting aside the coast line as an
unwise enterprise. If, however, the trunk line
through Central Persia were taken the geogra-
phical difficulties would be found to be much
altered. From the extreme west of Persia to the
Indian frontier it would be almost possible to draw
an alignment which would never cross a watershed
or have to climb a difficult mountain. Such a
line could readily be connected with the Indian
system. The difficulty would be connection
with Basra or any European system, but this
was bound to be one of the important lines of
the future, and, consequently, one of the prob-
lems of the present day was to decide whether
its construction should fall into the hands
of Russian or English engineers. The problem
of connecting Europe with India through Persia
was hardly likely to be solved early, but be-
tween Herat and Kandahar, or rather between
Kandahar and the Russian terminus at Kushk,
for Kushk was only 55 miles from Herat, the
country was of such a favourable nature as
could not be looked for elsewhere. Having
described in detail the geographical features
of the route, Sir T. H. Holdich went on to
say that while taking it as a whole there
were no formidable engineering difficulties to
be encountered, the influence of Russian ex-
tensions to the Transcaspian system would enable
troops to be sent from Moscow to Merv in 100
hours. Referring to some of the more weighty
objections that had been urged against the link-
ing up of Kandahar and Kushk, he pointed out
that it had been stated that the Amir would in
no circumstances consent to the construction of
such a line, but it would be strange if a little
semi-barbarous State like Afghanistan were able
to maintain a position of conservative indepen-
dence on such an important matter. It was
not difficult to understand the objection of the
Amir, who studied European politics, to the
admission of the Ufflander, but probably the
time would come when it would be got over.
A concession for this line in Western Af-
ghanistan might well be made the subject of
diplomatic negotiations, and it might be bought
and paid for. The Russian line to Kushk
was, of course, meant for strategic purposes
and might be looked upon as a menace to India,
but he was inclined to believe that political
difficulties between Russia and India would be
lessened by free intercourse between the two
countries. The better we know each other the
less likely we should be to come into collision.
Whatever might be the state of international
rivalry between the two countries, the personal
individual animosity which was occasionally
apparent in other continental countries was not
to be found in Russia. If the line were built,
would it be necessary to maintain more troops
or occupy more military stations? He failed to

see that either would be necessary. All that
would be required was the means of rapidly
concentrating troops in the direction of Herat.
The railway would not open a new line of
advance for Russia. It merely included an
existing one. He looked on the invasion of
India as such a remote and improbable contin-
gency that the consideration of it might well
be set aside for the discussion of the more prac-
tical question whether such a line would pay.
In this connection he contended that there was
nothing to prevent the district from becoming
prosperous and rich, and there did not seem to
be much doubt that the line would pay. Which
way the produce would go was an open ques-
tion, but it was probable that we should take
much of her Eastern commerce away from
Russia. He thought the Russians were them-
selves probably prepared for this. His opinion,
as a surveyor and a geographer, was that the
construction of this line would make more for
the peace of nations than any system of peace
conventions that could be invented. (Cheers.)

Colonel Bailey, in the course of a short dis-
cussion which followed, called attention to the
question of fuel as affecting the construction of
a railway, and asked whether there was a suf-
ficient supply on the route spoken of.

Mr. C. Raymond Beazley said that from what
he was able to gather in Russia he believed the
connection would be rather by way to Orenburg
and Tashkent.

Sir T. H. Holdich said there was undoubtedly
a large coal supply in Afghanistan, but it was
in the north of the country. He should think,
however, that the introduction of a railway
would at once develop the supply.

The President (Sir G. Robertson), in offering
Sir T. H. Holdich the thanks of the meeting,
said the paper was a most remarkable one and
most interesting. He thought there was no
doubt that in time there would be a railway
from Kusk through Herat to Kandahar; but
he hoped the question of its construction would
be decided by diplomatists and not by generals
at the head of armies. (Hear hear.)

Mr. C. Raymond Beazley then read a paper
on the Siberian Railway, in which he gave an
account of the route traversed by it as far as the
Amur and the connections of the railway main
trunk with the regions to the north and
south as already made and as in construction
and projected. He dwelt on the bearing of
the Siberian line on Central Southern Asia by
the intended link from Tashkent to Orenburg
and the primary commercial and industrial pur-
poses of the Siberian line west of Lake Baikal, the
development of the country, its population, min-
ing enterprises, agriculture, cattle-raising, man-
ufactures, and other matters as they were affected
by the railway. He then spoke on the railway in
connection with the navigation of the West Si-
berian rivers, Ob, Yenisei, Kama, Volga, Dwina,
and Petchora, as well as in connection with the
western ocean and inland seas, and Russia's
strips of ice-free coast and ice-free ports in the
west. He then dealt with the problems raised
by the railway in its eastern part, the more
recent advance of the line through Manchuria,
the ice-free outlet at Port Arthur, Tientsin,
and the Kwang-tung peninsula, and the pro-
jects for maritime development of trade to
Japan and America from this "window" as
well as from Vladivostok.

PORTLAND CEMENT
J. B. WHITE & BROS
SOLE AGENTS FOR CHINA,
HOLLAND, WISE & CO.
Hongkong, 16th September, 1899. [2724]

NEWSPAPERS, MAGAZINES, &c.
SUBSCRIPTIONS.
PREPAID RATES, PER ANNUM. "LOWEST RATES."
Black and White and Xmas No. ... 1 10 0
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Field ... 1 15 7
Gentleman and Extra Nos. ... 1 16 6
Graphic and Extra Nos. ... 1 12 6
Illustrated London News and Extra Nos. 1 12 6
Sporting & Dramatic News & Ex. Nos. 1 15 6
Lady's Pictorial and Extra Nos. ... 1 16 6
Lancet ... 1 13 2
Overland Mail ... 1 13 2
Punch and Almanac ... 1 9 1
Queen ... 0 17 4
Saturday Review ... 1 14 0
Sketch and Xmas No. ... 1 19 2
Sporting Times ... 0 10 6
Truth or World ... 1 10 6
Times (Weekly Edition) ... 0 12 7

FULL LIST (FREE) ON APPLICATION.
W. H. EVERETT & SON, SALISBURY SQUARE, LONDON, E.C.
(ESTABLISHED 1793.) [2610]

UNTOUCHED BY HAND.
MELLIN'S
FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PRESTON, LONDON, ENGLAND.

PUT LOG CABIN
IN YOUR PIPE
& Smoke it.
Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.
W. BREWER & CO., AGENTS, HONGKONG. [2653-2]

NOTICE TO CONSIGNEES
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"STUTTGART."
OF THE NORDDEUTSCHER LLOYD.
The above named steamer having arrived,
Consignees of cargo are hereby informed that
their Goods, with the exception of Opium,
Treasures, and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, Kowloon, whence delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 6th November will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 6th November,
and THURSDAY, the 8th November, at 9.30
A.M. All claims must reach us before the 12th
November, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 2nd November, 1900. [8]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship
"CHELYDRA,"
having arrived from the above Ports, Con-
signees of cargo by her are hereby informed
that their goods will be delivered from along-
side.

Cargo impeding the discharge or remaining
on board after Noon the 6th inst., will be
landed at Consignees' risk and expense into
Godowns at East Dory.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 2nd November, 1900. [2800]

NOTICE TO CONSIGNEES.
FROM SUNDERLAND, MIDDLESBRO,
LONDON AND STRAITS.
THE Steamship
"GLAMORGANSHIRE,"
Captain Davies, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'
risk and expense.

No claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 6th November will be
subject to rent.
All broken, chafed and damaged goods are to
be left in the Godowns, where they will be ex-
amined on the 6th November, at 2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 30th October, 1900. [2776]

E. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.
No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
It is also prepared to purchase used Postage
Stamps in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent Discount Allowed. [1636]

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Saturday Review ... 1 14 0
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Sporting Times ... 0 10 6
Truth or World ... 1 10 6
Times (Weekly Edition) ... 0 12 7

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BEER	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 10th inst. at Noon.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nial	BUTTERFIELD & SWIRE	On 13th inst.
LONDON VIA SUEZ CANAL	AXAT	Brit. str.	—	East	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Grayson	BUTTERFIELD & SWIRE	On 17th inst.
BREMEN, VIA PORTS OF CALL	BATERN	Ger. str.	—	H. Bleker	MELCHERS & CO.	On 14th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	HAKATA MARU	Ger. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 18th inst. at Daylight.
HAVRE, BREMEN & HAMBURG V. COLOMBO.	SUEVIA	Ger. str.	—	Forck	CARLOWITZ & CO.	On or about 22nd inst.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 6th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	HILIGEN	Brit. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
NEW YORK VIA SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	—	F. Gelye	McGREGOR BROS. & GOW	On 25th inst.
NEW YORK	EMPEROR OF INDIA	Brit. str.	—	O. E. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 21st inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	RIJUN MARU	Jap. str.	—	J. W. Ekstrand	DODWELL & CO. LIMITED	On 26th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Brit. str.	—	—	—	On 17th inst. at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Jap. str.	—	—	—	On 8th inst. at Daylight.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	—	—	On 24th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	CARLEIGH CITY	Brit. str.	—	—	—	On 17th inst. at Noon.
AUSTRALIAN PORTS	ELANCHA	Brit. str.	—	T. Moore	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	E. W. Haswell	GISS, LIVINGSTON & CO.	On 23rd inst. at 4 P.M.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	Williams	NIPPON YUSEN KAISHA	On 10th inst.
YOKOHAMA & KOBE	GHENARTNEY	Brit. str.	—	Warner	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str.	—	H. Petersen	McGREGOR BROS. & GOW	On 9th inst. at Daylight.
KOBE & YOKOHAMA	ANNAM	Ger. str.	—	Foydenot	MEISSNER & CO.	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LYEEMOON	Ger. str.	—	C. H. Hensman	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	SHANGHAI	Brit. str.	—	—	—	On or about 10th inst.
SHANGHAI	SHANGHAI	Brit. str.	—	—	—	On 11th inst. at Daylight.
SHANGHAI	SHANGHAI	Brit. str.	—	—	—	To-morrow.
SWATOW, AMOY & TAMSUI	MAIDZU MARU	Jap. str.	—	L. M. Whimber	P. & O. S. N. Co.	On 8th inst.
SWATOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	T. Ogata	NIPPON YUSEN KAISHA	On 9th inst. at 4 P.M.
MANILA	SUNGKIAN	Brit. str.	—	K. Suzuki	BUTTERFIELD & SWIRE	On 10th inst. at 5 P.M.
MANILA	CHANGSHA	Brit. str.	—	Moore	SEWAN, TOMES & CO.	Quick despatch.
MANILA	MANILA	Brit. str.	—	T. Moore	MELCHERS & CO.	To-morrow, at Daylight.
HAIPHONG	HAIPHONG	Brit. str.	—	Dunster	DOUGLAS LARSEN & CO.	On 9th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	CHILYDRA	Brit. str.	—	Davis	JARVIS, MATHESON & CO.	On 10th inst. at Noon.
SINGAPORE, PENANG & BOMBAY	BISAGNO	Ital. str.	—	Magnani	CARLOWITZ & CO.	On 14th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	—	H. Nanno	NIPPON YUSEN KAISHA	On 14th inst. at Noon.

SHIPPING.

ARRIVALS.
Nov. 4, GLENARTNEY, British str., 1,943.
Warper, Manila 31st October, General.
McGREGOR BROS. & GOW.
Nov. 4, SAENIA, German str., 2,052, W.
Schlaefke, Shanghai 1st November, General.
—CARLOWITZ & CO.
Nov. 5, CHOTSANG, British str., 1,104, Bowker,
Shanghai via Swatow 1st Nov., General.
JARDINE, MATHESON & CO.
Nov. 5, FOREST DALE, British steamer, 2,215
Cripps, Manila 31st Oct., Water Ballast.
—REDAO & CO.
Nov. 5, HAIDONG, British steamer, 783, H.
Bathurst, Haiphong 3rd November, Rice.
—DOUGLAS LARSEN & CO.
Nov. 5, ANNAM, French str., 4,995, A. Poydenot,
Saigon 1st Nov., Mails and General.
—MESSAGERIES MARITIMES.

CLEARANCES.

At the Harbour Master's Office.
5th November.
Clara, German str., for Haiphong.
Kichidate Maru, Jap. str., for Moji.
Hamburg, British ship, for New York.
Sarnia, German str., for Singapore.
Milos, German str., for Hongkong.

DEPARTURES.

Nov. 4, ST. ANDREW, British trpt., for Bombay.
Nov. 4, WARONA, British trpt., for Calcutta.
Nov. 4, NORMANTHURST, British str., for Moji.
Nov. 4, TOSMID, British str., for Kongay.
Nov. 4, DIOMED, British str., for Port Pirie.
Nov. 4, SYDNEY, French str., for Europe.
Nov. 5, TOONAN, Amr. str., for Shanghai.
Nov. 5, GLAMORGANSHIRE, British str., for
Nagasaki.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Topgallant.
Kowloon DOCKS.—U.S.S. Monterey, Don
Juan de Austria, Adamastor, Chingta,
King, H.M.S. Janus, Heungshan,
COSMOPOLITAN DOCK.—Stanfield, Changsha.

SHIPPING REPORTS.

The British steamer *Haiphong*, from Haiphong
3rd Nov., had strong N.E. monsoon, heavy sea
and overcast.
The French steamer *Amman*, from Saigon 1st
Nov., experienced a typhoon on the 2nd Nov.
after Padang; was drifted 60 miles S. 80 W.
and arrived without accident passing E. of Bom-
bay and Lincoln reefs.
The British steamer *Glenartney*, from Manila
31st Oct., had strong N.E. monsoon increasing
to heavy N.E. gale with thick heavy rain squalls
and very high sea on 1st Nov. 2nd Nov. heavy
N.E. gale, very high confused sea, overcast with
thick heavy rain squalls. 3rd Nov. gale moder-
ate, strong N.E. monsoon, high sea, overcast,
with heavy rain. 4th Nov. dull and cloudy weat-
her.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"ANNAM."
Captain Poydenot, will be despatched for the
above ports TO-DAY, the 6th inst. at
Noon.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 6th November, 1900. [2]

FOR SHANGHAI.

THE Steamship

"LYEEMOON."
Captain G. Heumann, will be despatched for the
above port TO-MORROW, the 7th inst.
at 4 P.M.

This Steamer has superior accommodation
for First and Second Class Passengers.
For Freight or Passage, apply to
MEISSNER & CO.

Hongkong, 2nd November, 1900. [2798]

THE OSAKA SHOSHEN KAISHA.

LIMITED.

FOR FOCHOW VIA SWATOW AND
AMOY.

THE Company's Steamship

"AKASHI MARU."
Captain K. Suzuki, will be despatched for the
above ports TO-MORROW, the 7th November.
For Freight or Passage, apply to
THE NIPPON YUSEN KAISHA,
Agents.

Hongkong, 25th October, 1900. [2524]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SHANSI."
Captain Carnaghan, will be despatched as above
TO-MORROW, the 7th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th November, 1900. [2305]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIAN."
Captain Moore, will be despatched as above
on THURSDAY, the 8th inst.

The attention of Passengers is directed to
the Superior Accommodation offered by this
twin screw Steamer.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st November, 1900. [2791]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA

THE Company's Steamship

"CHANGSHA."
Captain T. Moore, will be despatched as above
on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provi-
sions during the entire voyage.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th October, 1900. [2586]

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATINO UNITED
COMPANIES).

STEAM FOR SINGAPORE, PENANG
AND BOMBAY.

Having connection with Company's Mail Stea-
mers to ADEN, SUVA, PORT SAID, MESSINA,
NAPLES, LIGORIO and GENOA, also
VENICE and TRIESTE, all MEDI-
TERRANEAN, ADRIATIC, LE-
VANTINE and SOUTH AM-
ERICAN PORTS up to
CALLAO.

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.

THE Steamship

"BISAGNO."
Captain Magnani, will be despatched as above
on SATURDAY, the 10th November, at
Noon.

N.B.—The steamer is discharging in
Mussini Dock.

For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 31st October, 1900. [2791]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTIWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE LEVANTE, BLACK SEA
and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE, BREMEN, HAMBURG (VIA COLOMBO)	About 22nd November.
AMBRIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 4th December.
ARAGONIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 20th December.
WITTENBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 30th December.

* This steamer has superior accommodation for Passengers and carries a Doctor and a
Stewardess.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

"EMPEROR OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900
"EMPEROR OF JAPAN"....Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900
"EMPEROR OF CHINA"....Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-
COUVER in 12 DAYS, saving THREE DAYS as compared with the Trans-Pacific journey and
make connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, which leaves daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection
is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines,
which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 25th October, 1900. [9]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR LONDON, &c. {CHUSAN { Noon, 10th } See Special Advertisement.
C. D. Bennett, R.N.R. { Nov. }

SHANGHAI { SOERAO { About 10th } Freight or Passage.
L. M. Whimber, R.N.R. { Nov. }

PASSENGER SEASON, 1901.

M.S. PLASSY 7,240 tons March 30th } MARSEILLES and LONDON Direct.
M.S. SOERAO 7,382 tons April 27th } Without Transshipment.

For Further Particulars, apply to
A. N. MARSHALL,
Acting Superintendent.

Hongkong, 1st November, 1900. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA, ANTWERP,
BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	SAILING DATES.
BAYERN	14th November.	
STUTTGART	25th November.	
KONIG ALBERT	12th December.	
PRINZ HEINRICH	26th December.	
PRINZESS IRENE	9th January, 1901.	
PREUSSEN	20th January, 1901.	
HAMBURG (Hamburg-Amerika Linie)	6th February, 1901.	
SACHSEN	20th February, 1901.	
KLAUSCHOU (Hamburg-Amerika Linie)	8th March, 1901.	

ON WEDNESDAY, the 14th day of November, 1900, at Noon, the Steamship "BAYERN,"
of the NORDDEUTSCHER LLOYD, Captain H. Bleker, with MALES, PASSENGERS
SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 12th November. Cargo and Specie
will be received on Board until 5 P.M. on TUESDAY, the 13th November, and Parcels will be
received at the Agency's Office until Noon on TUESDAY, the 13th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOHERS & CO.,
AGENTS.

Hongkong, 1st November, 1900. [8]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI,
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
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TACOMA	3,601	W. Watt	November 26
BRAEMAR	3,601	W. Watt	December 6
GOODWIN	3,601	J. S. Cox	December 12
DUKE OF FIFE	3,601	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the
PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED
STATES and to EUROPE.

HONGKONG TO LONDON, 252.
Excellent accommodation. First class Table. Doctor and STEWARDRESS carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.
The Railroad travelling is second to none on the American Continent; two trans-continental
trains daily from Tacoma; Dining Car is attached to trans-continental trains, day and night;
TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 435.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA
and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.

Hongkong, 5th November, 1900. [10]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
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STEAMERS.	DESTINATIONS.	SAILING DATE.
KAMAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 9th

VESSELS ON THE BERTH
NOTICE TO SHIPPERS.

FOR MANILA VIA AMOY
THE Company's Steamship
"PAK"
Captain Damsier, will leave as above and will have quick despatch.
For Freight, apply to
MELCHERS & CO.
Agents.
Hongkong, 5th November, 1900. [2807]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.
Proposed sailings from Hongkong.
City of Rio de Janeiro, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honolulu) THURSDAY, Nov. 8, at DAYLIGHT.
City of Peking, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honolulu) TUESDAY, Dec. 4, at NOON.
China, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honolulu) THURSDAY, Dec. 27, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 8th November, at DAYLIGHT.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 15th October, 1900. [3]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"CHELSEA"
Captain Davis, will be despatched as above on FRIDAY, the 8th inst., at NOON.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 3rd November, 1900. [2799]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship
"CHINGTU"
Captain Williams, will be despatched as above on SATURDAY, the 10th November.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th October, 1900. [2735]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SINGAPORE, AMOY, AND TAMSUI.

THE Company's Steamship
"MAIZURU MARU"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 11th November, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUBISHI BUREAU KAISHA,
Agents.
Hongkong, 25th October, 1900. [2735]

GLENDINE OF STEAMERS

FOR NEW YORK.

THE Company's Steamship
"GLENDINE"
Captain T. Ogata, will be despatched for the above port on SUNDAY, the 11th November, at DAYLIGHT.

For Freight or Passage, apply to
ROBERTSON, BROS. & CO.,
Agents.
Hongkong, 25th October, 1900. [2746]

VESSELS ON THE BERTH
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Company's Steamship
"CHUSAN"
Captain O. D. Benson, M.M., carrying Her Majesty's Mail, will be despatched from this port for Bombay on SATURDAY, the 10th November, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day previous to sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 20th October, 1900. [1]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN"
Captain Ellis, will be despatched for the above ports on THURSDAY, the 15th November, at 2 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 20th October, 1900. [2769]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 19th November, 1900, at 1 p.m., the Company's Steamship "TONKIN," Captain Vaguer, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via ports of call, WITHOUT TRANS-SHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 5 p.m. on the 18th November. (Parcels are not to be sent on board; they must be left at the Agent's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 6th November, 1900. [2]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 20th Nov. 1900.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th October, 1900. [14]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"HILGLEN"
will be despatched for the above port on or about the 25th November, 1900.

For Freight, apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 25th October, 1900. [240]

NOT RESPONSIBLE FOR DELAYS.

Neither the Captain nor the Owners will be RESPONSIBLE for any DELAY caused by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
S.S. "MAINE," American ship, Colcord—Standard Oil Co.

VESSELS ON THE BERTH
ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.
Gorio, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at NOON.
GABRIO, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at NOON.
DORIC, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "GORIO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 24th October, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.
AMERICA MARU, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONOKONO MARU, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

NIHON MARU, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 24th November, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 1st November, 1900. [5]

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).
THE Company's Steamship
"ANTENOR"
Captain Jackson, will be despatched as above on TUESDAY, the 11th December.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th November, 1900. [2806]

HONGKONG STEAMERS.

Alashi Maru, Jap. str., 974, Suzuki, Nov. 3, M. B. Kaisha

Amigo, German str., 771, Bendixen, Nov. 1, Jensen & Co.

Amman, French str., 4,895, Poydenot, Nov. 5, Messageries Maritimes

Amper Maru, Jap. str., 1,958, Atsumi, Nov. 3, Mitsui Bussan Kaisha

Belgian King, British str., 1,459, Weiss, Oct. 20, Butterfield & Swire

Butterfield & Swire

Changsha, British str., 1,463, Moore, Oct. 22, Butterfield & Swire

Chelydra, British str., 1,574, Davies, Nov. 2, Jardine, Matheson & Co.

Chingru, British str., 2,360, Williams, Oct. 17, Butterfield & Swire

Chowat, German str., 1,115, Morris, Oct. 30, Butterfield & Swire

Choyung, British str., 1,194, Bowler, Nov. 5, Jardine, Matheson & Co.

Chunyang, British str., 1,418, Mair, Nov. 1, Jardine, Matheson & Co.

Chunyang, British str., 1,282, Messer, Nov. 3, Brailley & Co.

City of Rio de Janeiro, Amr. str., 2,275, Ward, Nov. 2, P. M. S. S. Co.

Clara, German steamer, 675, Hansen, Nov. 3, Jensen & Co.

Empress of India, British str., 3,063, Marshall, Oct. 30, C. P. R. Co.

Forest Dale, British str., 2,215, Crispsey, Nov. 5, Brailley & Co.

Glenarney, British str., 1,943, Warner, Nov. 4, McGregor Bros. & Co.

Halifax, French steamer, 377, Merles, Oct. 31, A. R. Marty

Hailong, British str., 783, Bathurst, Nov. 5, Donghai Leppik & Co.

Hansa, German steamer, 1,300, Schall, Nov. 3, Sander, Wier & Co.

Hermes, Norwegian str., 849, Jonsen, Nov. 4, Jardine, Matheson & Co.

Hong Kong, British str., 2,060, Fripp, Nov. 3, Chinese

Hsinfeng, British str., 1,358, Sleeman, Nov. 4, Chinese

Kachidate Maru, Jap. str., 2,143, Fujiki, Nov. 3, M. B. Kaisha

Loongang, British str., 1,080, Weigall, Oct. 27, Jardine, Matheson & Co.

Menelaus, British str., 3,000, Towell, Oct. 30, Butterfield & Swire

Milos, German str., 1,500, Hermann, Oct. 30, East Asiatic Trading Co.

Sarna, German str., 2,052, Schlaefke, Nov. 4, Carlowitz & Co.

Shansi, British str., 1,200, Carnaghan, Nov. 2, Butterfield & Swire

Sungking, British str., 1,021, Moore, Nov. 4, Butterfield & Swire

Taisang, British steamer, 1,544, Wilds, Nov. 1, Jardine, Matheson & Co.

Tartar, British steamer, 2,765, Bowles, Oct. 28, C. P. R. Co.

SAILING VESSELS.

Benjamin Sewall, American ship, 1,345, Sewall, Sept. 23, Order

Bittern, British str., 399, Askin, Aug. 28, Siemens & Co.

Dumblane, Italian bark, 721, Trapani, Oct. 20, Standard Oil Co.

Dundas, British ship, 1,998, Hemming, Oct. 14, Standard Oil Co.

Hamburg, British ship, 1,649, Caldwell, Aug. 30, Standard Oil Co.

Mary L. Cushing, Amr. ship, 1,575, Fendleton, Oct. 7, Standard Oil Co.

President, British bark, 750, Munro, Aug. 24, Siemens & Co.

VESSELS ON THE BERTH
MARSHALL, CRUISE, 2,950 tons, 6 guns, Capt. John G. M. Field, at Hongkong.

Mohawk, cruiser, 1,770 tons, 6 guns, 3,500 h.p., Capt. F. W. Freeman, at Foonchow
Orlando, cruiser, 5,800 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku
Otter, torpedo-boat destroyer, Lieut. and Comdr. H. D. Wilkin, D.S.O., at Hongkong

Peacock, gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. F. R. Coode, at Whaiwei

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. E. G. Fraser, at Taku

Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, at Wooming

Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Shanghai

Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cowper, at Shanghai

Protector, gunboat, 920 tons, Captain W. R. Creswell, O.M.C., at Shanghai

Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Ohas, F. Corbett, Shanghai

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Godfrey G. Webster, West River

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Shanghai

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, West River

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Oldham, at Taku

Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong

Tamar, receiving ship, 4,609 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong

Terrible, 1st class cruiser, 14,300 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei

Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in reserve, at Hongkong

Undaunted, armoured cruiser, 5,600 tons, 12 guns, 6,500 h.p., Capt. A. C. Clarke, at Shanghai

Wallaroo, cruiser, 2,460 tons, 8 guns, Capt. Noel, at Shanghai

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. Hay, at Hongkong

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,800 h.p., Lieut. and Comdr. Mackenzie, Shanghai

Wiven, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong

Woodcock, gunboat,

